## NATIONAL REPUBLICAN

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### Thursday, October 31, 1861.

#### se Reading Matter on every page. 66

THE WEEKLY REPUBLICAN for this week will be ready for delivery at our counter to-morrow morning Soldiers can obtain them from the newsboys in the various camps. Price five cents, in wrappers.

Col. BAKER - It seems to be certain that the order of Gen. Stone, published in the Chronick of Sanday, was received by the late Col. Bakes in the ordinary military channels. If it was really a forgery, it is Gen. Stone's duty to dis avow it, and to assist in discovering the per petrator.

It is reported from Richmond that, o Friday, five hundred and twenty-nine prisoners (taken by the Confederates at Ball's Biuff.) ut rived there.

GEN. FREMONT.-The New York Tellune. yesterday, contains the Report of Adjutant Gene: al Thomas, on the affairs of the Wester Department. It is a lengthy document, and therefore could not be placed before our readers this morning. To morrow we will print a synopsis, so that the public may see the charges preferred against the General. It should be understood that this is not a Report based upon any legal investigation, but is simply the Report to Mr. Secretary Cameron. of the Adjutant General, who accompanied the Secretary in his flying visit to Missouri. Gen. Thomas reports what he saw and heard, and whether he fairly understood what he saw, and heard, the truth will be better known when Gen. Fremont tells his story. It is upon this Report, we suppose, that the President will determine his action in this important matter.

GEN. STONE'S REPORT.-By some stroke of enterprise, or something else, the Tribune of vesterday was enabled to publish (exclusively) the official Report of Gen. Stone, and the Report of Adjutant General Thomas. There may be some good resson why the Tribune should be thus favored above the Associated Press. and the press not associated, but at present we fail to " see it." It used to be said that President Buchenau treated his enemies better that his friends. Perhaps that's the best way.

General Stone's Report presents nothing new, the most remarkable feature being the entire silence on the subject of his written orders to Col Baker.

General Laue, of Kansas, is not a doc ter of laws, but if he had been, he could not have defined with more exactness than he did, in a late stump speech at Leavenworth, what the duty is of military officers under existing laws, executive instructions, and the resolutions of Congress: " We march to crush out treason and let slavery take care of itself." Th nation has not yet determined upon a general manelpation, as a means of quelling the re bellion, but it has det-rmined that the army shall not turn slave catcher for the benefit of traitors. If the slaves of such escape into our lines, they are not to be given up, and if the progress of our armies abolishes slavery, that bed at home. is a consequence which traitors have brough

KENTUCKY - A Louisville letter (Oct 25 published in the Chicago Tribune, represents the loss of Gen Zollicoffer, in his attacks of the 21st upon Wild Cat camp, as six bundred. a much greater loss than was indicated in the first reports. The representation now made is, that before the third and last attack which was made at night, the national force had received some reinforcements of artillery, of which the rebels were not aware.

If Gen. Zollicoffer's loss was so considerable as now stated, it is a very good opening of the Kentucky campaigu.

Mr. Thurlow Weed, writing to the Al bany Evening Journal, from this city. October 26, says:

"I was with the President last evening wi the brother, son, and nephew of the late Gen-eral Baker, who were with him, called to show his orders. These orders were on his person. his orders. and were crimsoued and consecrated by his and were crimsoned and consecrated by his blood. Though the blood partially effaces the orders, enough is legible to viudicate his mem-ory. It is sufficient to ray that the orders were clear and explicit, and that they were galla .t-iy, generously, and literally obeyed."

FROM THE LOWER POTOMAC.—The steamer Navy Yard yesterday, bringing dispatches from Caut. Craven

The rebel steamer George Page has gone as far up the month of Quanticoke Creek as she can, but is not yet a half mile from the river. She is apparently aground, and if so, will require a high tide to float ber.

The rebel batteries were opened upon the Maryland shore Tuesday, and firing was continued until a late hour Tuesday night, but without doing much damage to anybody on

DROPPED.—Captain Henry B. Davidson, First missary of subsistence, with the rank of captain port for duty at the expiration of his leave, or since, will be dropped from the rolls from that lears. date. Captala Davidson is a native of and was appointed from Tennessee, and it is probable that he has gone over to " Secessia."

THE ARMY RETIRING BOARD has been some weeks in session, and retired a number of officers. Among the latest, Colonel Henry L. Scott, one of the Inspectors General, in constquence of physical disability. This gentleman is, we believe, the sou-in law of the Lieutenant General.

THE PRICE OF WOOD AND COAL. The following Petition is now in circulation rangbout the city, and we hope it will be roughly circulated, and sent to the Secre mry of War, without delay. The dealers in m-1 have made the partial and temporary blockade of the Potomas an excuse for extortion, which should not be permitted; and we have no doubt the petition of the citizens will forcibly call the attention of the Secretary he matter, that he will apply the remedy at

PETITION.

the Hon. Simon Camenon, Sec'y of War : in April, '61, the flour dealers in Washingto d in Georgetown, taking advantage of the lated situation of those two cities, and of the urbed condition of the public mind, sought impore upon loyal citizens by charging the extertionate prices for flour. . Under your rection, the Government, with admirable runess and fore ight, promptly selzed, so far s was possible, upon the flour, either arriving , or stored, in this vicinity, and offered it to ensumers at such reasonable prices as were arrent before the interruption of communicaa with Baltimore. In consequence of this rese action on the part of the War Department, calors speedily contented themselves with a air profit; and loyal citizens were inspired wed affection for a Government which with renewed affection for a Government which extended its kindly protection over the com-ace transactions of delly life. In view of this fact, the undersigned loyal

z ns of the United States, now resident in shington and Georgetown, would respectfulwheington and Georgetown, would respectfuldirect your attention to the extortionate
gities now charged by dealers in wood and
qual, as exhibiting a condition of affairs analogous to that which called for your action in
April last. Under the pretence of the existing
blockade of the Potomac, these dealers have
already raised the price of coal to \$12 per ton,
and of wood \$10 per cord, and notify the public that they will soon charge from \$15 to \$20
or the same. Such prices bear with great severify upon citizens in moderate circumstances.
They render it simply impossible for the poor

verity upon citizens in moderate circumstances, they render it simply impossible for the poorer classes to reside in this violnity during the coining winter, without terrible privations.

We would further respectfully represent, that this increase in charges is not caused by an necesse of cost to the dealers in the articles above referred to, nor by any present scarcity distiply. Were such the case, we should not with justice complain. But we believe it to with justice complain. But we believe it to be an unwarrantable advantage taken by spec-nictors, of the present embarrassed condition of the Federal capital—a condition which calls for the indulgence of all loyal citizens, rather han for the exhibition of a disposition to prey months be expected by the force of the con-your honorable self, in view of the facts above charmeratal, to either adopt in this matter of wood and coal, a course similar to that which was attended with such happy results in April, or to extend such other protection to the loyal

or to extend such other protection to the loyal it zens of this District as to you may seem ad-

THE McCLELLAN KNAPSACE -Among all th reprovements in the ma erials of war, the ampsack has been entirely neglected, but that ary appendage of the soldier has lately ceived the attention of a private in the wenty-third New York, who has already obined patents for two or three useful and imrenat inventions. Having a practical knowedge of the wants of the soldiers, Mr. Maxson applied his inventive genius to improve the knapsack, and he has most effectually accom plished his desire. His improved knapsack which he has named as above, is just like the ordinary knapsack, except that its weight rests more perfectlyupon the shoulders; but its great novelty and importance is, that it may, in an instant, be converted into a bed, hard or soft, o suit the taste of the war-worn soldier, who s to occupy it, and lying upon this bed, covered with a blanket overcoat, he can sleep as sweetly, and as securely protected against the cold or damp earth, as though he were in his own

This is an important matter as regards the health of the army, and we commend Mr. Maxson, and bis McClelian knapsack, to the attention of the Sanitary Committee, who will undoubt dly give it their warmest approba-

THE ARMIES OF ECROPE, by Gen. G. B. McClellan, is the title of a handsome v. lume of 500 pages, issued by J. B. Lippincott, of Philadelphia.

This work comprises the record of the ob occations of Gen. McClelian, as Military Com m'ssloner from the United States Government Europe in 1855-56. He was the younges officer of the Commission, and was selected by Jeff Davis, on account of the brilliant military qualities he had already displayed. Extracts rom tols important work have been already given. It reveals in every page the finish of the scholar and the professional culture of the o dier. Its critici-ms of the allied and Rus ean operations in the Crimea are bold yet dis Pusey, of the Potomac flotilla, arrived at the hun corner Pennsylvania avenue and Eleventh

cavalry, having left his regiment, July 1, 1861, or thirty days' leave, and having failed to re-A. to be an aid to Major General McClellan, A. to be an aid to Major General McClellan, with the rank of lieutenant colonel of volun-

Ed. A. Raymond, of New York, to be an aid to Major General McClellan, with the rank of

During the week ending October 28, the ship-ments of butter, cheese, lard, and tallow from New York reached high figures—exceeding four millions (4,160,700) of pounds, divided as follows: butter, 1,143,200 lbs; cheese, 1,373,300 lbs; tallow, 441,500

oneg Amercan prima donna has become in a hors time one of the very first favorites of the admirers of lyric artists. Her impersuations of the most difficult roles have received the highest commendations of operatic consolecurs. Her Lucrella Borgia is pronounced by critics the highest achievement in lyric tragedy ever

videnced on the American operatic stage. Says a lyric critic in the chief New York ially journal, whose word stamps a not to bedisputed approval: "Her success is truly wonderful, eclipsing in this respect even the tri mphs of Lind and Soutag. When we consider r youth and brief experience, and, above all that three years since she scarcely knew a note of music or a word of Italian, and see with what purity she sings it now, sustaining the most flicult roles in a manner winning the admiraion of those familiar with the highest effortswhen we think of the difficulties that this young American girl has evercome in this incredible space of time, we can but consider it the mos wonderful schievement upon the stage of our Academy."

Perhaps the greatest compliment paid to Mi Hokley is that by Mr. Ullman, who, seeking all he world over for excellence in his operation combinations at the Academy of Music, select her for his chief attraction.

Mi-s Hinkley will be assisted in her Concert and Opera next Friday evening, among other musical celebrities, by Signor Brignoti. During the stay of this gentleman in America, he has rendered himself the greatest male favorite that ever appeared upon our stage, and equally endeared himself to a very large circle of inti mates and acquaintances. His departure for Europe had been fixed, but he was induced to forego it for a short time, in order to assist Miss Hinkley's late representations. At the close of the present brief tour, he leaves our shores, and we bid adden to the finest tenor voice, the handsomest man, and one of the most affable gen tiemen, that has ever appeared upon our stage Signors Maneusi, Susini, Mollechaur, and Muzio, also assist at the Theatre on Friday

evening. We annex, from Leslie's Illustrated News, a biographical sketch of Miss Hinkley, who is to appear here in a concert to morrow evening:

Isabella Hinkley, the American Prima Donna.

This accomplished and beautiful young lady, who achieved so marked a success at the Academy of Music on the night of the 23d of January, 1861, is a daughter of the soil, an American girl beyend peradventure, having been born in Albany, N. Y., in the year 1840. Her parents were both musical in temperament, and, therefore, her education began early, and with a careful mother to superintend her practice, she soon began to make a decided headway in the divine art. At the age of ten years she began studying the plano with Mr. O. J. Shaw, (now teacher in Utica,) but had previously attained remarkable excellence as a planist and reader of music. A tew years afterwards, she commenced her vocal lessons with Mrs. Electra Cone Page, then a popular teacher of singing in Albany, and soon was capable of taking the entire charge of the music in the Church of the Holy Innocents. It was there that her voice was heard by Mr. George W. Warren, a leading professor of music in Albany, who was so much impressed with its beauty and power that he made immediate offers to Miss Hinkley to become the soprano of St. Paul's Church, (where he was organist.) and also a pupil.

offers to Miss Hinkley to become the soprane of St. Paul's Church, (where he was organist.) and also a pupil.

From that time her success in Albany was quite remarkable. She made her debut at an annual concert given for the relief of the poor by Mr. Warren, and accomplished a vocal tritumph rarely ever before witnessed in that ancient city. She became the pet of the public, and her beautiful voice, daily increasing in power and expression, was the town's talk. At the end of another two years, during which period she occasionally favored the public, she displayed such remarkable talent that her father. Dr. J. W. Hinkley, one of the most respected physicians of Albany, determined that his daughter should have the superlative advantages of the masters of Italy. It was a sad blow to the Albanians to lose Miss Hinkley; but they honored her, just prior to her departure, with a grand complimentary concert, which was given on the evening of the lith of April, 1857, which netted her a clear one thousand doliars. She sailed for Europe on the leth of May of the same year, and soon after her arrival in Florence, began a course of study with the celebrated Signor Pietro Romani, and soon became the favorite pupil of this removned master. She made her first appearance in Florence at the Philharmonic concert in presence of the Grand Duke of Tuxeany, December 21, 1859, and shortly afterwards was made honorary member of the Florentie Philharmonic order the Potentie Philharmonic concert in presence of the Grand Duke of Tuxeany, December 21, 1859, and shortly afterwards was made honorary member of the Florentie Philharmonic concert in presence of the Grand Duke of Tuxeany, December 21, 1859, and shortly afterwards was made honorary member of the Florentie Philharmonic concert in presence of the Grand Duke of Tuxeany, December 21, 1859, and shortly afterwards was made honorary member of the florentie Philharmonic concert in presence of the Grand Duke of Tuxeany, December 21, 1859, and shortly afterwards was made honorary member of 21, 1859, and shortly afterwards was made hon

21, 1859, and shortly afterwards was made honorary member of the Florentine Philharmonic Society, and presented with a diploma. Soon after, she received an engagement with the celebrated composer Pacint, to sing his new opera called "Il Saltimbanco," but the unfortunate revolution in Italy, which broke out almost immediately, caused the cessation of all amusements, and she was therefore obliged to renounce that honor. The continuation of political troubles in Italy determined Miss Hinkley to leave that city of arts and return to America. She accordingly departed from Florence on the 22d of September, 1860, intending to sail immediately for America; but arriving at Paris, she was dissuaded from this rather hasty resolution by several celebrated artists of that city, who advised her to remain in Europe, until acquiring sinn operations in the Crimea are bold yet discrim nating, while its expose of the present condition of the great armies of Europe, is masterly. To the general reader, no less than the soldier, it will be found at once entertaining and instructive. Its style is clear and its discressions exhaustive. As the work of one upon whom the eyes and hopes of the nation are centered, it will be read with eager interest. For sale at the bookstore of Bianchard & Mohun. corner Pennsylvania avenue and Eleventh sace.

Appointed J G. Swilt. Collector of Castoms at Barustable.

General. Butler, of Massachusetts is in Washington, having recently arrived on business in connection with military affairs.

Willytary appointments just made.

Willytary appointments just made.

Will be the Crimea are bold yet dissented from this rather hasty resolution by soveral celebrated artists of that city, who advised her to remain in Europe, until, acquiring soveral celebrated artists of that city, who advised her to remain in Europe, until, acquiring soveral celebrated artists of that city, who advised her to remain in Europe, until, acquiring soveral celebrated artists of that city, who advised her to remain in Europe, until, acquiring soveral celebrated artists of that city, who advised her to remain in Europe, until, acquiring soveral celebrated artists of that city, who advised her to remain in Europe, until, acquiring and exitists of that city, who advised her to remain in Europe, until, acquiring accent the city, who advised her to remain in Europe, until, acquiring accent the city, who advised her to remain in Europe, until, acquiring accent the city, who advised her to remain in Europe, until, acquiring accent, with Madame Larial Formerly Miss Virginia Whiting, of Boston—with Rave and accepted an offer for ametedam, Holland, where she made accepted an dacepted an offer for ametedam, Holland, where she made accepted an offer for ametedam, Holland, where she made accepted an offer for ametedam, Holland, where she made accepted an dacepted

(both parts;) in "Don Pasquale," "Il Barbiere," "Il Matrimonio Segreto," and Zerlian
in "Don Giovanni."

While at Cologne, Ullman was present at a
representation of "Il Barbiere," and immediately offered Miss Hinkley an engagement for
New York. She was already engaged for
Milan, but by paying a sum of money, the engagement was cancelled, and that of Ullman
accepted, and to fulfil which she sailed in November for New York, arriving there on the
17th, after an absence of three-years and seven
months.

PRIVATEEDS.—The Governor of Bermuda ha issued a proclamation strictly forbidding the entrance of Confederate privateers, and post ins.

Light General Butler arrived here yes plies of any kind, either coal, water, or prolerday.

## Miss Isabella Hixkley. This beautiful The Great Naval Expedition

IMPORTANT GENERAL ORDER REGARDING THE DEBARKATION.

Hampion Roads, October 25, 1961.
To-day is the eleventh since the Adantic leffiew York, and the fifth since she sailed from Amapolis; but it finds her still in James river. Yet, no time has been lost by any one connected with the expedition, the utmost diligence and the most constant effort having been displayed. From this some slight idea may be formed of the difficulties which beest nearly every step of the enterprise. The long delay has itself necessitated still further procrastination, as additional stores of coal and water were consequently required. For a day or two past the fleet has been awaiting the arrival of Mr. Boutelle, whose experience, in coast surveys, is likely to prove an invaluable sid to the expedition. But, although, many have grumbled at what has second to them invariants or unnecessary. although many have grumbled at what has seemed to them inexplicable or unnecessary the officers in command have made good use o the time they were compelled to spend here in waiting.

waiting.

XEPRIMENTAL DEBARKATION.

To-day, a whole brigade was debarked on the beach, outside of Fortress Monroe, and both Gen. Sherman and Capt. Dupont have assured me that the experience gained by this movement more than repays the disadvantage of the delay. The various minutize of landing becoming thus practically familiar, both officers and troops were enabled to force difficulties that otherwise would have been unanticipated, and by consequence we will obviate these difficulties, some of which would have otherwise proven almost inswemountable. The spectacle was an extremely lively one. Twenty-six ships' boats were at one time by the side of the Atlantic, each bringing an officer to receive his orders, and the whole subsequent operation was unusually inspiriting. I forbear, however, to recite its particulars, lest they should be conveyed to the enemy. There will be time enough to describe debarkations when the actual one shall have occurred.

The MILITARY. EXPERIMENTAL DEBARRATION.

tual one shall have occurred.

THE MILITARY.

The assistance to be rendered to the military movements by the fleet will be immense. Be sides the purely naval operations, the Commodore will be able to loan seamen for purely land service. Four hundred from the Wabsah alone will be detached for this purpose, and this is only see specimen of the manner in which the two arms of the service will be combined.

only one specimen of the manner in which the two arms of the service will be combined.

STRAM GUNBOATS.

Twenty-four gunboats are to be comprised in the armament, each to carry four guns, forming a squadron unparalleled, in its peculiar nature, in American warfare—ateam gunboats having never before been used at all in our navy. This, besides the combination of such immense frigates as the Wabash, which carries forty-four guns, many of them riled, whose efficiency was so completely tested at Hatteras, where some of the finest practice in gunnery ever known is said to have occurred. Commodere Barron, who at one time commanded the Wabash, when its present captain (Rodgers) was his first lieutenant, was extremely anxious to witness the result of a naval engagement in which one of these superb steam frigates should take part. He was gratified recently, and is said to have expressed the utmost admiration of the success of his old ship and guns. Of course, purely as a matter of service and skill, with the ulterior effects he cannot be supposed to be particularly gratified. This accomplished and beautiful young lady,

LOYAL OFFICERS.

Every confidence is felt by those engaged in the maxal force of this expedition. The country, it is true, expects great things from its mays, but the navy has never yet disappointed the country, and there seems no probability that this emergency is to inaugurate disaster. The commodore is regarded as a master spirit, and is efficiently supported by such skifful men as Hodgers, of the Wabash, (his flag-ship.) Capt. Davis, sailing officer of the entire fleet, all well known already to the country, and anxious still further to distinguish themselves. Several of the officers on these ships are Southerners—even South Carolinians—but all are animated by an enthusiastic loyally. Indeed, I have observed, especially in the navy, that when patriots have once gone through with the great struggle between country and friends, their devotion is ever after of the mest ardent sort. They seem particularly anxious to blot out the stigms which the treason of others has thrown on the fair fame of this branch of the service. LOYAL OFFICERS.

on the fair fame of this branch of the service.

Of course, the utmost anxiety is felt in regard to the weather. It is now hoped that we may be able to sail to-morrow. Gen. Sherman has transferred his headquarters from the trans port Atlantic to the Wabash, probably for the purpose of obtaining, more effectual and constant communication with his compeer, Flag Officer Dupont, the transfer being marked by a salute of thirteen guns, the same paid to a major general, and by the cheers of those vessels passed by the commander. The captains of the transports have paid their last visit to Commodore Dupont, and received their final instructions, their signals, &c. The general commanding has issued a general order dictating the order of battle or debarkation to be preserved, and appealing to the patriotism and devotion of the troops; and if Boutelle arrives, as he is expected to do this evening, we shall sail to-morrow morning, unless stormy weather interposes. There seems, at the time of my writing, an imminent possibility of such an interposition; and, indeed, it would be wrong to send this letter without reminding the readers of the thousand chances which the elements may bring to contend against us in this important movement. elements may bring to contend against us

The Hatteras coast, along which we are first to pass, is one of the most indespitable in the world, famous for the winds that blow along it, and the shoals and the currents that render it especially dangerous. The season of the year is that at which storms especially prevail in this neighborhood, and after everything that human foresight and prudence can suggest has been done, there must still remain this great uncertainty, which ever attends movements that depend upon the winds and waves. However, the officers of the navy and the transport fleet are experienced in navigation, many of them particularly acquainted with this vicinity, and all are hopeful.

ORDER OF EMBARKATION.

ORDER OF EMBARKATION. HEADQUARTERS E. C., STRAMER ATLANTIC. October 25, 1861.

General Order No. 19. General Order No. 19.

1. This command will sall for its destination in a very few days, under convoy of a naval squadron, commanded by Com. Dupont. The transports will move in three columns, and in rear of the main body of the squadron. The transports belonging to the First brigade will compose the right column; those of the Second brigade and Third Rhode Island regiment, the centre; and those of the Third brigade and the battalion of Volunteer Engineers, the third column.

Each vessel will retain its order in column, Each vessel will retain its order in column, and the columns will move in parallel lines, equi-distant, regulating from the right. The sail vessels and other transports, inadequate to the task of sailing with the fleet, will be towed by such steamers as the chief quartermaster may designate. Com. Dupont, in co-operation with the land forces, has kindly made such an arrangement of his fleet as will secure the transports from unnecessary diffusion, and all genior officers on transports, and masters of vessels, will enter into the spirit of, and conform to, these arrangements, a copy of which will be duly given.

a descent on the enemy's coast, and probably under circumstances which will demand the ulmost vigilance, coolness, and intrepidity on the part of every officer and man of his command. In consideration of the justness and holiness of our cause; of the ardent patriotism which has prompted the virtuous and industrious pittzens of our land to fly to their country's standard in the moment of her peril, he most confidently believes that he will be effectually and efficiently supported in his efforts to overthrow a zalious, active, and wily foe, whose cause is unholy, and principles untanable.

3. On the approach of the transports to the place of disembarkation, each brigade commander will anchor his transports as near each other as practicable, and will, at the proper time, superintend the disembarkation of his brigade. The surf boats, with other means of disembarkation on hand, are believed to be capable of landing at once from three to four thousand men. The surf-boats are of different thousand men. The surf-boats are of different thousand men. The surf-boats are of different sizes; two of the largest may take the officers and men of a company of 100 men, and so on in proportion.

The other means of transportation may take the remainder of a brigade with probably one or two sections of field artillery.

4. The disembarkment will be made in three lines: The first line will be the brigade of Gen. Wright, fianked by two sections of Hamilton's Light Battery, and accompanied by the squad of regular Sappers and Miners and two companies of Serrill's Volunteer Engineers, with a sufficient supply of intrenching tools and sand bags. The second line will be the brigade of General Stevens, and, if necessary, accompanied by a section of Hamilton's battery and two field-pieces, to be manned by a company of the Third Rhode Island regiment. The reserv-will be composed of General Viele's brigade, the remaining portion of Serrill's Volunteer Engineers, and the Third Rhode Island regiment, and will be disposed of according to circumstances.

cumstances.

5. The boats of not only each company, but each regiment and brigade, will land abreast, as far as practicable, and in the order of battle. The utmost effort will be made to effect the landing in that order. Should it be found impracticable to land immediately from the lighters, then the surf-boats, when emptied, will immediately proceed to the rapid landing of the men from the lighters, and as soon as the whole line is landed, all the boats will return and bring forward in like manner the troops of the second line, and so with the reserve.

6. The general officers and commanders of battleins, &c., will be furnished in time with the plan of descent and the particular order of battleins, &c. will be furnished in time with the plan of descent and the particular order of battle. It is probable that the first line will have to conquer the ground on which to establish itself. If not seriously opposed, the first line, after overcoming immediate difficulties, will continue to drive backward the enemy, but will not venture beyond supporting distance from the shore before the landing of the general commanding, or without his special order.

7. The commanding officer of the naval squadron has kindly consented to furnish 300 sailors to assist in launching and manning the surf boats, and he appeals to the patriotism of the masters, mates, and sailors of the several transports to furnish an additional number of cox.

Any deficiency of oarsmen in surf-boats will cumstances.

5. The beats of not only each company, but

masters, mates, and sailors of the several transports to furnish an additional number of coxswains and carsmen.

Any deficiency of carsmen in surf-boats will
be supplied from the plateons on board of these
respectively, so that each boat, when ready,
may be rapidly rowed ashore. The soldiercarsmen will land and form with their plateons.

S. General and field officers, with their respective staffs, will endeavor to obtain landing
boats for themselved, and the necessary coxswains and carsmen from the transports and
other hired vessels of the fleet.

9. The seamen and officers of the troops on
board each transport will arrange with the
master for voluntary helps of this kind, which
may be needed and can be given, and will make
a special report to their headquarters as early
as practicable of the assistance thus rendered.

10. As soon as the landing shall have been
effected, the surf and other landing boats will
revert to the chief quartermaster for immediate
supplies.

11. The sick and non-effective men will remain
on board the several transports until provision
can be made for them on shore. The noneffectives will be especially charged with the
care of the sick, under directions to be left by
the respective medical efficers.

12. Medical officers, excepting one from each
brigade, to be designated by the respective
brigade commanders, will land with troops.
The three medical efficers left afloat will, under
the directions on the medical director, divide
he duty of visiting all the sick on board, including those of the Third Rhode I sland regiment and the battalion of volunteer engineers.

By order of

Gigned) The sections of the sections of the sick on board, in-

By order of
(Signed) Brigadier Gen. T. W. Sherman.
Louis H. Pelouze,
Captain Fifteenth Infinity.
Headquarters First Brigade E. C.,
Sleamship Empire City, Oct. 25, 1861.

Official Penne C. Kane,
Acting Assistant Adjutant General.

There were three pieces of artillery on our side at the battle of Bail's Bluf, or the 21st inst. Two of these, howitzers, belonging to Rickotta' Battery, were thrown into the river oprevent their falling into the lands of the enemy. The other was left on the field, under the circumstances detailed in the following official report to Brigadier General Barry, Chief of Artillery, by Lieutenant George W. Adams, company B, First Rhode Island Artillery. This report, a simple statement of facts, proves not only that the zbandomment of the piece was unavoidable, but that the men in charge of it behaved like heroes:

WARRINGTON October 28, 1861.

behaved like heroes:

Washington, October 28, 1861.

General Barry, Chief of Artillery.

Sir: Agreeably to your instructions, I give below a correct report of the circumstances connected with the recent battle near Ball's Bluff, October 21, 1881:

The left section of battery B, Rhode Island Artillery, was ordered on the 20th of October to proceed to Conrad's Ferry. Captain Vaughn immediately started, camping at the New York Ninth regiment's camp on Saturday night, and, proceeding to the Ferry the following morning, placed one of his pieces in readiness to cross the river. General Baker at that time gave Captain Vaughn orders to place the centre section of his battery, which was two miles and a half distant, in a postion to shell the woods. Captain Vaughn immediately started, ordering Lieutenant Bramball to see to the piece in the event of his not getting back in time to cross with it.

with it.

Very soon after Captain Vaughn left the river, orders were given to transport one piece of artillery across the river. Lioutenant Bramhall, being at that time chief in command, arcssed with the one best situated for immediate and most expeditious forwarding, which was one of Captain Vaughn's pieces. The piece was taken across the river, with the limber, seven horses, and fourteen men, including Sergeant Tucker. After dismounting the piece, the men dragged it up a steep hill, and returning for the carriage, brought it up also, mounted the piece, and commenced firing; continued to do so until all the cannoniers, with the exception of two, were shot down. Sergeant Tucker remained by the piece until his right eg was shattered by a musket ball, and then, unassisted, retired.

Lieutenant Bramhall speaks of both the sergeant and all the men, with the exception of one, who retired after the third fire, as exhibiting the greatest bravery. He was also particular to speak of the bravery shown by M. Carmichael and W. F. Matteson. His report to Captain Bunting is full of the praises of the whole detachment.

The loss sustained by the battery is as follows, viz: One James's rifled cannon, bronze, one gun carriage, one gun limber, seven horses, with equipments; four men missing, six men wounded.

The following is a list of those who were in the Very soon after Captain Vaughn left the river,

with equipments; four men missing, six men wounded.

The following is a list of those who were in the detachment which crossed the rivor: Sergeant S. G. Tucker, right leg shattered; Corporal W. F. Tanner, missing, probably drowned; Corporal L. C. Olney, missing, probably drowned; because the connel, missing, probably drowned; W. F. Matteson, missing, probably drowned; B. W. Matteson, shot through the side; N. C. Haskins, shot through the chest; John As pinwall, shot through the chest; John As pinwall, shot through the erin, above the elbow; — Brolmey, arm grazad by musket ball; M. Carmichael, A. J. McAllen, C. L. Woodmaney, and M. Tillinghast, escaped without injury.

DIED.

On the 30th instant, Many, daughter of Capt. Henry M. and Emily V. Knight, in the fourth year of her age. Her funeral will take place from the residence of her grandfather, John Knight, 602 Maryiand avenue, this day, at 2 P. M. The friends of the family are invited to attend.

### AMUSEMENT

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HERR MOLENSON. HERR MOLLENHAUER,

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Part 1st-A GRAND CONCERT Parts 2st and 3st-HALIAN OPERA Con-isting of the celebrated second a LUCREZIA BORGIA! (In costume.)
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nd edition, \$1 per copy. Pamphlet edition, 25 ents per copy.

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This bundle was picked up on Pennsylvania ave-me in front of my house. The owner will please call and receive the same.

THOS. P. MORGAN, oct 31—1t

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P Miss THOMPSON will open our new styles of Fail and Winter Milliner, on Thurs day, the Sist inst.

The attention of our former patrons, and the public generally, is invited, and an examination solicited, at our Fancy and Millinery core, so, Siy Fenny Ivania avenue, between Ninth and Tenth Streets, oct 30

HUTCHINSON & MUNRO.

THIS IS TO GIVE NOTICE, That the

This is to GOVE NOTICE. That the subscriber hash obtained from the Orphan's Court of Washington County, in the District of Columbia, letters of administration on the personal estate of Nelson C. Driver, late of Washington county, deceased. All persons having claims against the raid deceased, are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, on or before the 20th day of October next; they may otherwise, by law, be excluded from all benefit of the said estate.

Given under my hand this 20th day of October.

MARGARET A. DRIVER.

oct 30—3tw

Administratrix.

PIANO FOR SALE.—A good six cotave PIANO for sale, at 201 street, near Second. Price \$19. oct 29—cod8t

NOTICE TO CONSIGNEES Having NOTICE TO CONSIGNEES Having A Goods shipped by "Buffixure Line" from Now York, and by "Hand's Line" from Philadelphia. The schooner NOETH CAROLINA, having on board goods hipped from New York about the 14th, and from Philadelphia on the 18th inst., is now lying in the port of Baltimore, having been ordered back by the blockade on the Potomac.

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